

REPORT OF MICROLIGHT'S SECTOR IN SPAIN 2021

CLASSIC CLASSES.

1.1 General Activity

During the year 2021 the activity in ULM the activity has slowly returned to “normality” as Covid's restrictions has being relaxed mainly from late spring to now.

Fast 4th generation 3 axis machines rule the market, where trikes are very few, around 10% of the total amount of machines. During the last years, however, 3rd generation 3 axis tube&fabric as Sky Ranger are back, due to their affordable cost comparing with 4rd generation machines. Gyros are keep on increasing their number. And, in general, single seaters of all kinds have practically disappeared.

The number of models certified is 138. To see the increase, in 2012 were 120.

The number of ULM, certified or not, registered at 2015 (last year with statistics) was 2.953, accumulated from the beginning. The market's evolution is a decrease year by year.



So, a good approach to the real figures of ULM flying is around 2000.

The ULM pilots licensed at the beginning of 2012 was 9.100. We must take in account that this is the total amount of licenses, accumulated from the beginning. Licensing increases constantly around 500 every year

The number of ULM fields in operation, of all kinds, is around 450. The number of schools is around 160.

1.2 Accidents

2020 is the last year with official statistics and report about accidents officially investigated.

2020: 21 accidents were reported, with 1 fatality and 3 serious wounded.

2019: 18 accidents were reported, with 6 fatalities and 4 serious wounded.

2018: 22 accidents were reported, with 7 fatalities and 8 serious wounded.

2017: 18 accidents with 11 fatalities and 5 serious wounded.

2016: 24 accidents with 6 fatalities and 6 serious wounded.

1.3 Regulations

No changes in ULM regulations have been done in Spain, despite of the MTOW regulation in UE, this is still not changed. We hope to be done very soon as the works in AESA (Agencia Española de Seguridad Aérea, Air Security Spanish Agency) are almost finished.

This change is part of a complete set of new regulations for ULM in licensing, training, maintenance, certification, air rules, etc. that will arise soon.

All these changes were waited in 2020 but Covid situation has delayed these matters.

1.4 Sport activity

The ULM sport activity is, in the last five years, focused in the Air Nav Race, sharing this competition with our GA colleagues. As both ULM a GA suffer a hard decrease of competitors, together we still get 10 to 20 competitors.

We still have an annual separate event for ULM, the Spanish Championship, as we are separate sections in the Spanish Federation.

In 2021, competition has come back and we have managed to celebrate the postponed 2020 ULM National (in ANR format) at the end of April and the 2021 ULM National (in ANR format) at late October. The ULM Spanish Championship with the classic format has not been possible but we will try to do it in 2022.

About international activity, we were not able to attend ULM Championship as they have been cancelled. Anyway, we continue suffering the lack of financial support from our Federation. This lack of support is due to a very restrictive law arised in 2014, cutting all public incomes to small sports. To be supported, you need a minimum number of countries from at least 2 continents taking part in the last world championship. Unfortunately, ULM do not match this minimum. Paramotors or GA do it.

Despite of this situation, we hope to attend 2022 ULM international events.

Antonio Marchesi

Spanish Alternate Delegate